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SOURCE

Newspapers as indicated.

AKMOLINSK-PAVLODAR, POWER STATION TRACK CONSTRUCTION PROGRESSES

AKMOLINSK-PAVLODAR LACKS 150 KILOMETERS OF ROADBED -- Alma-Ata, Kazakhstan-akaya Pravda, 22 Apr 51

The 1951 assignment of the construction workers of the Akmolinsk-Pavlodar line is to link up the track and open through traffic. Spring found the workers on the Akmolinsk end at Yeremen'-Tau Pass, and on the Pavlodar end, somewhat west of Ekibastuz. The railheads of the sections are 150 kilometers apart. To finish this year the workers must do twice as much as was done in 1950. Earth-moving operations to be executed total 2,850,000 cubic meters. Also, a large number of structures must be built. This year the work must be done through the central sector of the line, which is entirely unpopulated. There is not a single populated point between Yeremen'-Tau and Ekibastuz. Twenty kilometers of roadbed must be constructed in mountains where deep cuts will alternate with high fills. However, the main pass of Yeremen'-Tau has been crossed.

Moscow, Gudok, 13 May 51

Mechanized Column No 9a, working on the Akmolinsk-Pavlodar construction, has pledged to work 811,000 cubic meters of earth and prepare 45 kilometers of roadbed for the track by 15 October, preparing the readbed at a rate of 250 running meters per day.

Mechanized columns No 7, 11, and 37 are also working on the Akmolinsk-Paylodar line.

STALINGRAD GES PROJECT NEEDS MORE RAIL FACILITIES -- MOSCOW, IZVESTIYA, 7 Apr 51

The success of the Stalingrad hydroelectric power station project depends much on the prompt and continuous delivery of construction materials and machinery. However, so far nothing has been done to improve railroad facilities and the Stalingrad rail center. At present Stalingrad is connected with Moscow by only one passenger train per day, and only one train per day each goes to Khar'kov and Krasnodar. Arrival of specialists, workers, students, and foremen is being delayed.

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Freight trains move on the Stalingrad System very slowly.

So far the Ministry of Transportation has given little attention to developing the track and stations of the Stalingrad System. It is time to start the reconstruction of the Stalingrad rail center. Reconstruction and expansion of the station and tracks on the approaches to the Stalingrad hydroelectric station have not been begun, and already there are delays in the delivery of freight to the construction areas.

A majority of the freight arriving at the construction project must be ferried from the right bank of the Volga to the left. There is a railroad car ferry in the construction area, but only one ferryboat is being operated, while two more boats in good condition stand idle. The administrators of the Stalingrad System, instead of putting these other ferryboats into service, have decided to route freight from the right bank to the left through Saratov. The Stalingrad power station project has already paid more than $1\frac{1}{2}$ million rubles extra for the extra hauling through Saratov.

To guarantee the ferrying of freight across the Volga, it is necessary to reconstruct the ferry slips, making the concrete, to reconstruct the track, and to put some good ferries on the line.

On the left bank of the Volga, directly across from the construction project, there is a branch line of the Ryazan -Ural System. After the dam has been built, the Ryazan -Ural System will be connected with the Stalingrad System, and Stalingrad will be on the route linking the Donets Basin and the North Caucasus with the republics of Central Asia, Siberia, and the Urals. But at present this branch is in the most run-down condition. It cannot handle half of the trains going to the construction site. In addition, the branch has no sources of water. It is necessary to consider transferring it to diesel traction and building depots and other service installations necessary for the operation of diesel locomotives.

The indifference of the Ministry of Transportation to the question of assuring access to the construction project is most intolerable to the construction workers. -- article by F. Loginov, head of the Organization for the Construction of the Stalingrad Hydroelectric Power Station.

TRACK LAID FOR KUYBYSHEV GES FROJECT -- Baku, Bakinskiy Rabochiy, 2 May 51

With the coming of spring, work on the construction of spur tracks to the Kuybyshev hydroelectric station project has increased. Dozens of kilometers of railroad line stretch along the right bank of the Volga. Construction of a railroad line on the left bank from Kuybyshev to the Kuybyshev project site has begun.

TURKMEN CANAL TO GET RR LINE -- Mescow, Gudok, 21 Mar 51

Railroad construction workers are preparing to connect the route of the Main Turkmen Canal with Ashkhabad with a railroad line.

RAILROAD CONSTRUCTION IN EAST LAGS -- Moscow, Guaok, 13 May 51

From year to year the Main Administration of Railroad Construction of the East has not been completing the first-quarter plan, and then does not manage to make up the deficiency by the end of the year. Disruption of the smoothness of operations, poor organization of labor, and unsatisfactory utilization of machinery cause an increase in the cost of the work. Of the administration's 22 construction organizations, only four completed the first-quarter plan for 1951.

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POOR TRACK ON TASHKENT SYSTEM -- Moscow, Gudok, 28 Feb 51

Track maintenance is poor on some sections of the Tashkent Rail-road System. In 3 months there were more than 30 cases of rail failure on the Chilli maintenance section because of unsatisfactory running track maintenance, although the track had undergone capital repair last year. On the Kokand maintenance section the last inspection showed that 70 percent of the anticreepers were not effective. A large quantity of weakened bolts and loose spikes was also discovered.

The cause for this situation is that the track service of the system takes a liberal attitude toward defective work and the okrug track administration has not shown the necessary insistence on good-quality work.

Moscow, Gudok, 11 Mar 51

Steps have been taken to remedy the poor track conditions on the Tashkent System.

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